

CLINCH VALLEY NEWS.

TAZEWELL C. H., VA., FRIDAY, JAN. 16, 1891.

Clinch Valley News.

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LOCAL AND GENERAL NEWS BRIEFS.

De Busk Bros. have put roller process machinery in their flour mill at Glade Spring.

The Viaduct Construction Co. will, it is stated, establish bridge works at Max Meadows.

A special term of the Tazewell county Circuit Court, Judge Bolen presiding, began Monday last.

Negotiations are pending for the establishment of a shoe and wagon factory in Max Meadows.

Emil Garsten, of New York, has purchased a site, and will, it is reported, erect a furniture factory in Richmond.

A \$10,000 company has been organized to purchase and remove to Clifton Forge the Staunton Valley Virginian.

The Clifton Forge Woolen Mills Co. has completed the erection of its woolen mill, and is ready to commence operations.

G. H. Selb has organized the Basic City Mills with a capital stock of \$30,000, and is erecting a brick hosiery factory 125x74 feet.

The Norfolk Land Co. has been organized with a capital stock of \$3,000,000 to purchase and improve Paradise Park, near Norfolk.

The rolling and muck bar mill to be erected at Salem will be moved from Newport, Ky., and operated by a \$150,000 stock company.

Hon. J. N. Camden and others have purchased from 60,000 to 70,000 acres of iron ore lands on Potts creek, near Covington, and will develop same.

The change in the railroad schedule is not material as to time, though there is some improvement, in that the east bound train goes through to Radford without lay over at Bluefield.

Mr. S. B. Hoover, manager of the Cedar Bluff Woolen Mills, died at that place Friday night last, of fever. His body was brought here to the home of his brother in law, H. W. Pobst, and buried on Sunday with Masonic honors.

The Chadwick Two-Wheeler Co., to operate the carriage factory of the Olean Cart Co., of Olean, N. Y., which is to be removed to Salem, has been incorporated with a capital stock of \$3,000,000. A. M. Bowman is president and C. E. Chadwick, of Olean, N. Y., vice president.

RICHLANDS.

[From Richlands News.]

Messrs. Graham & Co. have sold \$17,500 worth of property the past week. \$3,000 of which represented the proceeds of the sale of two lots. This is the highest price (\$1500) that any lot has as yet sold at.

To see that boom that we have been predicting, gradually getting ready to boom; so don't say that we did not give you fair warning.—Richlands offers more chances for money-making than any town in Southwest Virginia at the present moment.

A party of gentlemen, including Superintendent Maher, Train Master Needles, Engineer Miller and Mr. Wm. McQuail, visited Richlands one day last week. The party inspected the coal mines, both here and at Coal Creek, and were much pleased with the outlook.

There was a most enjoyable gathering of young people at the Griffiths House one evening last week. Dancing and other amusements were indulged in. Among those from the Court House and other places were noticed the following ladies and gentlemen: Misses Vena Crook ett, Mela Peery, Lucy Hankins, Ettie Hankins, Nannie Peery, Salie Surface, Emma West, Nannie Cochran, and Messrs. Shel. Surface, Sam'l Witten, Mose Hankins, Jos. Pobst, C. Frank Kitts, Shet Gillespie.

Sixty days ago we advised our friends to get in and buy all the lots they could hold. Whether our

advice was sound or otherwise we leave our readers to judge; lots that could have been purchased then for \$800 and \$1,000 have since sold for \$1,250 and \$1,500, and many others cannot now be bought for less than \$2,000, and all this while other towns have done little or nothing. Gentlemen, the rise has not begun, and those purchasing now will reap a golden harvest during the next six months. While looking at other property it would be well to see Mr. C. Graham, the agent for the Clinch Valley Coal and Iron Co., who has some of the most valuable lots in town for sale for the company.

BUILD THE RAILROAD.

DEAR EDITOR:—What has become of the railroad project to build a road from Pulaski City to the Flat Top coal fields. Is the matter sleeping never to be awakened. We were much in hope, after Col. Macgill opened the ball with a very interesting and convincing letter upon the subject, that there would be no lull in the proceedings, and that the business men of Pulaski City, Bland and Tazewell would take up the cue and push things to a successful termination. No one will deny the fact that a railroad from Pulaski City to some point on the Clinch Valley extension of the Norfolk & Western railroad, say Tazewell C. H., would develop one of the finest agricultural and mineral sections in Virginia, which would be of incalculable value to Pulaski City, and Bland and Tazewell counties, as well as to the Norfolk & Western railroad. This road would naturally traverse a country teeming in material wealth right at hand awaiting to be utilized, and if built will enhance the prosperity of the citizens of Bland and many of Tazewell an hundred fold, and give Pulaski a fine field to draw from, the untold wealth of forest, field and mine. The benefit accruing from the road would be equally as great to the Norfolk & Western railroad, as its freight would pay a handsome dividend on the cost of construction from the start and besides, it would give it two routes by rail from the great coal fields of the two Virginias. The traffic on the New River division is becoming so heavy that a single track cannot accommodate it much longer and of necessity another track will have to be built and, I am quite sure, the projected road can be built from the Clinch Valley here and the main line double tracked from here to New River much easier and at a considerable less cost than to double track the New River division. And, besides, it would have this important feature about it: it would open up a new field for a large freight and considerable passenger traffic, whereas to double track the New River division would not open up a particle of new territory and would only facilitate the passage of freight already secured, while the new line would not only accomplish this but would open up a brand new territory besides. Therefore would it not be wise in the Norfolk & Western to build this road in place of double tracking the New River division. If she will do it I am quite certain that she will never have cause to regret it as the country along it and contiguous thereto will produce as many tons of freight as any part of its grand and prosperous railway system, mile for mile. In conclusion allow me to say that this is a matter of too much importance to the people of Pulaski City and those of the counties named for them to remain inactive and let them slip by until we all die of old age and no railroad still. Much smaller enterprises require great energy and sagacious planning to succeed, and if we get this railroad every man to a man must do his part. We must let the capitalist know what we want and show him what we have got to insure him a safe return for the money he puts into the enterprise and back our judgment too by subscribing what we can pay.—Letter in Pulaski News.

DEVEREUX.

Nothing better illustrates the progress of the South than the fact that the Pacific Improvement Co. has con-

tracted for the building at Newport News, Va., of two 5,000 ton iron steamships, each to cost about \$600,000, for the Morgan Steamship Line. These are the first iron steamships of large capacity ever built south of Baltimore and the largest ever built south of Philadelphia. They will be 455 feet long and 48 feet beam, with triple expansion engines, and in every respect will be of the highest grade of workmanship.

The Newport News ship yard is not only the largest and most complete ship-building establishment in America, but it is, in arrangement and completeness, in advance of foreign yards. It is, indeed, a great industry for Virginia.

This immense establishment, costing, it is reported, about \$3,000,000, is one of the many great undertakings established by Mr. C. P. Huntington, of railroad fame, who is crowning the works of his life in building up the American merchant marine, and to this end has provided the country with facilities for the rapid and economical construction of iron and steel vessels of the largest type, and his selection of a Southern port for this gigantic establishment will prove of untold value to the whole South.

Being a large steamship owner himself, he well knew the need of better facilities for vessel building, and with characteristic push and energy, he has led off in this movement, largely with his own funds.

This new enterprise is styled the Newport News Ship Building & Dry Dock Co., and is located on Hampton Roads, within 15 miles of the Capes of Virginia.

The ship yard contains over 60 acres of land; has a very valuable water frontage of 1,825 feet, the various buildings within the yard cover over five acres of ground, and are of the most substantial character.

The yard is equipped with a timber basin dry-dock of large proportions.

On the shipways, eight in number, varying from 400 to 500 feet long, it will be possible to construct at one time eight large hulls; opportunity to extend the yard has also been availed of for the future. This auspicious beginning of iron ship-building in the South will add greatly to the prosperity of this whole section.—Manufacturers' Record.

MAJ.-GEN. B. F. BUTLER.

HE WILL RETURN TO THE SOUTH FOR THE FIRST TIME SINCE THE WAR.

It seems hardly necessary to say anything of the history of Gen. B. F. Butler. No man in the whole nation has been more constantly in the public eye for the last four decades than he. As a successful lawyer and influential politician before the war, as a patriot who was among the first to respond to the country's call at the firing upon Fort Sumter, as the man who gave New Orleans the best government the city ever had, as Commander of the Army of the James, as a Representative in Congress and leading politician since the war, he has had public attention attention constantly focused upon him. No man in the country has received more praise and abuse than he, and no man has more warm, personal friends and admirers. Many of the people of the South have been particularly bitter against him, and have tried to make his name the synonym for all that was detestable. He is now about to return good for evil, and heap coals of fire upon the heads of his detractors by great enterprise to help restore prosperity to the region which suffered so severely from the ravages of the war. He is at the head of the great Georgia-Alabama Investment and Development Co., whose advertisement appears elsewhere in this paper, which is made up of capitalists whom he has associated with himself in a scheme to rebuild and develop large portions of Dixie. Early next month he intends to make a tour of the South, visiting that section for the first time since the close of the war—twenty six years ago. He will go to New Orleans, and to all other prominent points, and survey the field of operations of this company carefully, to inform himself personally as to the possibilities of each locality. There is something phenomenal in such a tour by a general whose first visit was sword in hand, but who now goes as a restorer. It will be watched with great interest by all sections of the country.—National Tribune, Washington, D. C.

SPECIAL NOTICE.

This is the beginning of a new year, and we hope our customers will pay their accounts IN FULL, for it is impossible to do business without money.

Respectfully,
BUSTON & SON.

NOTICE.

I would call my customers' attention to the fact that all accounts will be made off by the 15th; when I will ask settlement of ALL.

I. C. DODD.

THE SOUTH'S PROGRESS IN TEN YEARS.

Remarkable Record of Growth in Everything Needed to make People Prosperous.

The Population Increases Over Nineteen Per Cent.—The Whites Immensely Greater Than the Blacks—Manufacturing Statistics—Reduction of State and Municipal Debts and Taxes—A Splendid Showing for Education.

The Chattanooga Tradesman has compiled elaborate statistics showing the growth and development of Southern States in the past ten years. The figures are based upon census returns and reports sent the Tradesman by officials of each Southern State. The summary of the facts contained is given in the subjoined table, and gives a graphic picture of the marvellous growth of the Southern States in population, wealth, capital, railroads, manufactures, agriculture and education since the census of 1880 was taken. The totals as footed by the Tradesman are as follows:

Population	For year ending June 30, 1890.	For year 1880.	Increases per cent.
Totals,	17,556,920	14,638,936	19.9
Whites,	11,361,996	9,007,187	26.2
Colored,	6,194,924	5,631,749	10.0
Immigrants from the North during the decade,	297,000	Not known.	
Immigrants from foreign countries during the decade,	378,010	Not known.	
Persons of Northern birth now residing in the South,	475,930	240,885	94.6
Persons of foreign birth in the South,	680,428	420,871	61.2
Popul'n of towns of 10,000,	1,789,362	1,025,526	73.8
Assessed wealth,	\$3,844,057.164	\$2,164,155,795	77.6
Actual wealth,	9,751,815,035	6,098,000,000	61.5
Assessed wealth per capita,	210.66	147.88	48.5
Actual wealth per capita,	645.10	385.62	41.4
INDEBTEDNESS.			
State debts (net),	\$ 96,460,126	\$ 118,195,252	Dec. 18.4
County debts (net),	20,511,479	24,111,154	Dec. 15.0
Municipal debts (net),	66,800,748	47,030,058	Dec. 42.0
Total Public indebtedness,	183,772,353	189,345,464	Dec. 0.0
Annual interest paid on debts,	10,863,682	14,000,384	Dec. 29.5
TAXATION.			
State tax for \$1,000,	\$ 4.00	\$ 4.60	Dec. 13.1
Total taxation for \$1,000,	13.80	15.40	Dec. 29.5
Total State revenues,	\$ 26,533,260	\$ 13,249,866	Inc. 100.0
CAPITAL.			
Banking capital,	\$ 171,690,670	\$ 92,575,000	86.1
Capital invested in the South during the decade,	2,339,170,000	Not known.	
RAILROADS.			
Mileage,	41,118	10,572	110.1
Men employed,	118,731	86,250	118.8
Locomotives,	4,059	2,242	80.2
Cars (passenger),	103,709	5,234	19.2
Cars (freight),	765,963,221	103,709	110.9
Bonded debt,	745,666,062	1,304,696,740	110.9
Cost of railroad equipment, etc.,	1,093	4,200	118.8
Street railroad mileage,	4,200	21,247	61.2
Other railroad mileage,	46,402	23,000	207.0
Total railroad mileage,	51,604	27,247	153.9
MANUFACTURES.			
Number of establishments,	50,614	34,563	46.2
Capital,	\$551,463,900	\$179,360,230	207.0
Hands employed,	537,096	216,415	153.9
Value of product,	\$742,865,200	\$315,924,749	135.1
Water power (horse power),	20,150,000	161	107.4
Cotton mills,	334	161	234.2
Spindles,	1,811,791	542,048	238.0
Looms,	40,415	11,898	201.4
Bales cotton used,	545,250	180,971	231.4
Value of products,	\$54,191,600	\$16,356,182	267.1
Cotton seed crushed,	1,058,200	230,000	360.0
Cotton seed products (value),	27,310,836	7,600,021	267.1
MINERALS.			
Pig produced (tons),	1,084,668	290,778	480.9
Furnaces,	117	4,050	4,121.0
Steel produced (tons),	188,625	3,820,550	332.0
Coal produced (tons),	17,585,456	8,229,170	218.0
Value,	\$86,307,674	8,048,020	877.5
Precious metals (value),	712,789	46,070,003	183.4
Total minerals (value),	85,008,015	46,070,003	163.8
LUMBER.			
Acres in forest,	196,832,000	229,007,000	16.8
Pine standing (1,000 feet),	47,655,250	\$95,685,151	183.4
Sawing capacity of mills (feet daily),	128,998,100	46,070,003	163.8
Value of lumber output,	\$102,123,100	46,070,003	163.8
Value of total forest products,	128,998,100	46,070,003	163.8
AGRICULTURE.			
Good arable land (acres),	398,180,000	51,378,149	6.9
Public land (acres),	51,378,149	15,329,000	3.4
Lands redeemable during decade,	15,329,000	2,126,000	87.0
Farms,	2,126,000	1,551,007	36.1
Improved lands (acres),	125,862,000	75,511,429	66.1
Lands under crops,	75,511,429	\$4,679,145	88.1
Value of agricultural machinery, etc.,	\$120,750,000	\$67,372,500	79.2
Average wages pd. farm labor per mo.,	15.82	18.85	14.3
Cotton produced (bales),	7,778,215	5,738,675	35.6
Value,	\$340,268,605	\$260,524,011	32.6
Value of cotton produced during dec.,	\$,091,987,893		
Tobacco (pounds),	330,981,550		
Value,	\$31,273,523		
Hay (tons),	1,755,870		
Value,	\$21,069,440		
Corn (barrels),	459,969,860		
Sugar (barrels),	1,356,000		
Molasses (barrels),	516,000		
Potatoes (value),	\$14,365,660		
Fruit (value),	\$4,489,000		
Total value of all farm products,	\$84,707,000	\$4,034,173	171.9
Total value of crops produced, 1890-91,	\$,540,957,983	611,079,115	60.9
Number live stock,	49,062,459	34,448,360	26.6
Value,	\$555,925,108	\$360,066,888	54.4
Total value of all products, agricultural, manufacturing, m'n'r'l, etc.,	1,931,980,815	1,084,701,388	88.0
EDUCATION.			
Schools,	60,647	44,280	56.1
Teachers,	74,055	49,138	50.5
Children of school age,	5,801,101	4,423,620	33.9
Pupils enrolled,	3,359,173	2,018,640	67.0
Attendance,	2,191,169	1,801,743	56.9
School revenues,	\$14,767,396	4,607,811	163.6
Am't given to negro education since war,	56,181,379		
Negroes at school,	1,012,029		

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—AND—

Save Express Charges.

L. LAZARUS & CO.,

WHOLESALE AND RETAIL LIQUOR DEALER.

Liquors retailed at wholesale prices.
Beer by the keg and crate will be on sale May 1st.
Send for price list.

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OFFICE OF THE CLINCH VALLEY NEWS.

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Abundant and Excellent Timber!

CHEAP ORES! CHEAP FUEL!

CHEAP IRON!

GRAHAM, VA.,

THE GREAT DISTRIBUTING POINT FOR THE

POCAHONTAS FLAT TOP COAL FIELD.

with its rapidly growing population, is situated at the junction of the

Clinch Valley and Ohio Extensions of the Norfolk Western Railroad,

both of which are being pushed rapidly to completion. On the opening of these extensions, notably in the South will have better facilities for reaching the extensive markets of the South and West and the great Ohio River Valley.

Within nine miles of the

POCAHONTAS FLAT TOP COAL FIELD.

(The best coal known for industrial purposes.)

near the

IRON ORES OF THE CLINCH VALLEY,

in the midst of

A HEAVILY TIMBERED REGION,

with the BLUESTONE RIVER running through it, and with the distributing and shipping facilities pointed out,

GRAHAM

Is the Ideal Place for Manufactories.

The following industries have already been secured and their plants are under construction:

Graham Furnace Company,

Capital \$300,000; Furnace with a capacity of 125 tons daily, will be finished in October.

Virginia Lumber Company,

Capital \$100,000; largest saw mill in the section, now in operation; extensive wood working establishment and sash and blind mill to be constructed immediately.

Graham Transparent Ice Company,

Capital \$20,000; capacity ten tons daily; now furnishing ice to surrounding towns.

Flour Mill,

Roller process; now building, with a capacity of 80 barrels per day.

Graham Publishing Company,

Publishers of Head-Light, with good facilities for all kinds of commercial and fancy job printing.

The Graham Land & Improvement Co.

(Capital \$250,000, full paid),

WILL DONATE FREE SITES TO MANUFACTURING ENTERPRISES and in addition will subscribe to the stock of manufacturing establishment located at Graham by responsible parties.

THE GRAHAM LAND & IMPROVEMENT CO.

is desirous of securing a

Muck Plate and Bar Mill, a Cast Iron Pipe Works, a Stove and Range Foundry, and other Manufactories,

Requiring iron or wood, or iron and wood in combination, and would be glad to enter into negotiations with parties with a view to establishing any such manufactories.

Detailed information in regard to freight rates, shipping facilities or other matters furnished on application. Address,

Arthur C. Denniston,

Or President Graham Land and Improvement Company,
R. K. Wright, Jr., Bullitt Building, Philadelphia, Pa.
Agent, Graham, Va.